

Correspondence of The N. Y. Tribune.
WASHINGTON, April 18, 1858.

in the national eagle style and many of his high-spirited supporters, is put in political Coventry. Mr. Gwin, it is understood, wrote to his friends in California, justifying his course on Lecompton upon the ground that it would attract votes to the railroad. Yesterday's record will enlighten the confiding people of the Pacific on that score, and enable them to understand what aid and comfort are to be expected from such allies.

The Senate is soon to lose one of its brightest luminaries, whose labor is to be transferred to another sphere of public usefulness. Mr. Biggs of North Carolina—perhaps I ought to say illustrious Biggs of Rip Van Winkle—is to become a Judge of the United States District Court, from which fact it might be inferred that he has no immediate apprehension of a dissolution of the Union, or at least is

POPULATION OF AUSTRALIA.—According to the last census, the aggregate population of the Australian colonies amounted on the first of July, 1857, to 1,043,460; of which number Victoria contained 414,000; New South Wales, 300,000; South Australia, 105,000; TASMANIA, 80,000; West Australia, 14,000; and New Zealand, 130,000.

Mr. BUCHANAN recently gave an order to one of his Irish footmen to wear livery. Pat replied that "he'd be d—d if he'd make a nigger of himself by accordin'ly Pat lost his place. His experience is an important lesson to the political placemen throughout the country. Let them all sport the Lecompton livery, let them make "niggers" of themselves, or they will have to walk as unceremoniously as poor Pat did.

Louisville, Ky.,

COLLECTOR SCHELL.

An anonymous correspondent of *The Evening Post* telegraphed the following yesterday:

"On the 31st day of May next your Collector, Augustus Schell, will have ceased to reign. He is to be succeeded by Charles A. Clifton. Col. Hart, your Surveyor, was tendered but declined the post."

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issues, such as filibustering, &c., which it vastly prefers, and therefore all the more resolutely browses on the tender herbage of the private heart by turning men into drunkards, liars, swindlers, adulterers and murderers. European society divides itself into two classes—a governing and a governed one—and resolutely swears by the Pope and the Police-man that the life of man shall never outgrow the life of the dog.

tion affirm that man, being out of harmony with the God, must necessarily be incapable of any unforced unity with his fellow-man, or what is the same thing, must be wholly unintelligent and unreliable in his public aspect, and hence it ordains its devouring and demoralizing army of red-coats to maintaining social order.

Now unquestionably you will see on a glance of the water with black-coat and red-coat, but then you will manifestly of so holiday and festive a character, as to us as to provoke no secular and serious regard. They evidently symbolize a much less disastrous state of things between God and man on the one hand, and man and man on the other, than they do in this old, worn-out world. In fact, they announce an entirely changed and elevated relation between these formerly antagonistic parties. All our divergent

God and to his fellow-man. They admit what

What, then, is the remedy for rowdiness? Why is it that, inasmuch as rowdiness is the confession of a weakness, a disproportion between the spirit of our institutions and the needs of the people, and its accredited administrators and representatives, it can only be remedied, of course, by a diminishing of the disproportion—that is to say, by a diminishing of the material and technical aspects of our institutions, and an enlargement of humanitarian sympathies and ideas on the part of our ecclesiastical and political leaders?

state of humanity in which self-love was under
coerced allegiance of brotherly-love; and con-

of the Russian Government for the vessels to which we have referred, and for machinery and specimens. American handiwork shipped during their construction we understand, have not been less than two millions of dollars already. This expenditure has been made in a very quiet and unassuming manner by a Russian Captain in the Navy, a comparatively young man, of unobtrusive manners and modest deportment, who has transacted his business, apparently, with equal promptness and intelligence, and certainly without parade, since his operations, though large, have hardly been heard of out of the circle of his duties. The new ship now afloat in our harbor has been for several days open for visitors, and is ready for sea. Her appointments are all of the most finished character, without

found in any specimen of naval architecture at
Hingham, as well as the one in Boston, is here.

Committee on Fire Department—The Board of Aldermen to send back to the Fire Commissioners for reconsideration, the case of Hose Company No. 49, disbanded for alleged riotous and disorderly conduct, at the City Hall.

Communications—From the Chief Engineer, stating that the Post Office and Marion street fire bell is broken. To Committee on Fire Department.

Veto by the Mayor.

To the Honorable the City Council.

SENTENCES—The ordinance passed by your honorable body rescinding the contract made in the year 1892 between the Common Council and the New York and Harlem Railroad Company, so far as it relates to the hauling of small cars through, across, and over the streets, the Board of and Fourth avenue has hereby returned, with my objection, to the City.

The principal ground upon which the passage of